

Framework Brief

Mon 21 September 2015

CAA Kingsway

Belfast TMA

Proposed change from
Class E to D

Presenting: XXXXX, NATS Airspace Change Specialist
Dialling in: XXXXX, NATS EGAA
 XXXXX, Belfast City representative

Framework Brief: Belfast TMA Classification

- **Justification and supporting Objective**

- Justification

- EGAA cannot comply with current MATS Part 1's RT requirements due to legacy BTMA CAS design

- MATS Part 1 RT compliance is required by SARG

- Objective to achieve this justification

- BTMA CAS design to be updated, to provide for MATS Part 1 RT compliance

- SARG report recommends this course of action

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- **Description of problem to be addressed**

- MATS Part 1 (specifically Section 1 Chapter 6 para 1B.2 item 4) requires ATC to inform pilots each time a Class D-E boundary is crossed (Vertically or laterally, D to E and E to D)

1B.2

Pilots must be advised if a service commences, terminates or changes when:

- (1) outside controlled airspace;
- (2) entering controlled airspace, except when entering controlled airspace in connection with an IFR flight holding in Class E airspace in accordance with paragraph 1B.4 below;
- (3) changing from IFR to VFR or VFR to IFR within Class E airspace;
- (4) VFR flights entering Class B-D airspace from Class E airspace, or VFR flights leaving Class B-D airspace to enter Class E airspace;
- (5) leaving controlled airspace:
 - (a) unless pilots are provided with advance notice in accordance with paragraph 1B.3 below; or
 - (b) except when leaving controlled airspace in connection with an IFR flight holding in Class E airspace in accordance with paragraph 1B.4 below.

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- **Impacts 1**

- ATS Units within/beneath BTMA and Strangford CTA definitely affected:
 - EGAA
 - EGAC
 - EGAD Newtonards (Ulster Flying Club-owned & operated)
 - EGAL Langford Lodge (RLC Engineering and two model flying clubs)
- ATC Centre, theoretically affected but makes no practical difference:
 - NATS Prestwick Centre
- ATS Units outside BTMA, unlikely to be significantly affected
 - EGAE Londonderry Eglinton
 - EGAB Enniskillen
 - Bellarena Gliders (combined with Benone Strand Gliders – same company)
 - Movenis Parachutes (combined with Killykergan Parachutes – same company)
 - Kernan Aviation (Microlights symbol on VFR chart)
 - Tarsan Lane (Microlights symbol on VFR chart)
 - Causeway and Castlerock minor aerodromes marked on VFR chart

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- **Impacts 2**

- Commercial Air Traffic, including all IFR air traffic:
 - No noticeable impact (beyond a minor increase in safety due to the fully-known environment)
- MoD / Operational Air Traffic / Police Service:
 - To be determined by consultation
 - Expected to be minimal
- GA/S&RA:
 - To be determined by consultation
 - Likely most impacted would be microlights, hang gliders, paragliders and gliders (i.e. any non-radio flight currently operating VFR in the BTMA)
- Environmental (CO₂ and local noise/visual intrusion):
 - None due to this proposal
 - No plans to consult these stakeholders

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- **Impact Assessment APSA**
 - Due for completion first week in Oct

- **SARG report**
 - Copy embedded here (XXXXXX redacted)
 - Extracts shown later
 - Double click this icon if you wish to see it now

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- **Consultation planning – no environmental stakeholders**
 - Consultation will focus on GA users in NI –
 - The only group that would be impacted, i.e. now must request clearance
 - Consultation material expected to be short, and directed at specific aviation stakeholders
 - Relevance of BTMA traffic numbers/types/fuel/CO2/noise etc to the proposal? >>Minimal
 - Commercial and IFR air traffic would notice no difference
Class D is a fully “known” environment, therefore *logically* it is safer than Class E, but no attempt to quantify safety will be made
 - Which NATMAC members in particular? All, or GA-only?
 - MoD (DAATM) and PSNI Flying Unit included
 - Proposed consultation methodology:
 - Direct contact with identified local GA users in NI (phone, email)
 - Direct email to agreed NATMAC member organisations
 - Engagement by GM EGAA if required, possibly with GM EGAC (supporter)

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• Consultation planning

- Consultation timescale and scope – can both be reduced if specific organisations are targeted, rather than full NATMAC?
- NATMAC - suggest the bold italicised only:

- ***MoD***
- AOA
- ***AOPA***
- AEF
- BAE
- BATA
- BALPA
- BA
- ***BBAC***
- ***BBGA***
- ***BGA***
- ***BHPA***
- ***BHA/HCGB***
- ***BMAA***
- ***BMFA***
- ***BPA***
- Heavy Airlines Association
- Light Airlines Association
- ***LAA***
- ***PPL/IR***

(No environmental stakeholders such as councils etc)

Local Aviation Organisations

Aldergrove – NATS GM will engage directly with operators

Belfast City operators – EGAC has kindly agreed to engage directly with operators

Ulster Flying Club (EGAD)

Wild Geese Skydive, Movenis

Ulster Gliding Centre, Bellarena

Langford Lodge (EGAL) Martin-Baker Ejector Seats

EGAE City of Derry Airport (Eglinton)

EGAB Enniskillen

Ulster Seaplane and Microlight Assoc (Causeway aerodrome marked on VFR chart)

Castlerock minor aerodrome marked on VFR chart – unable to find details of owner/operator

Kernan Aviation microlights

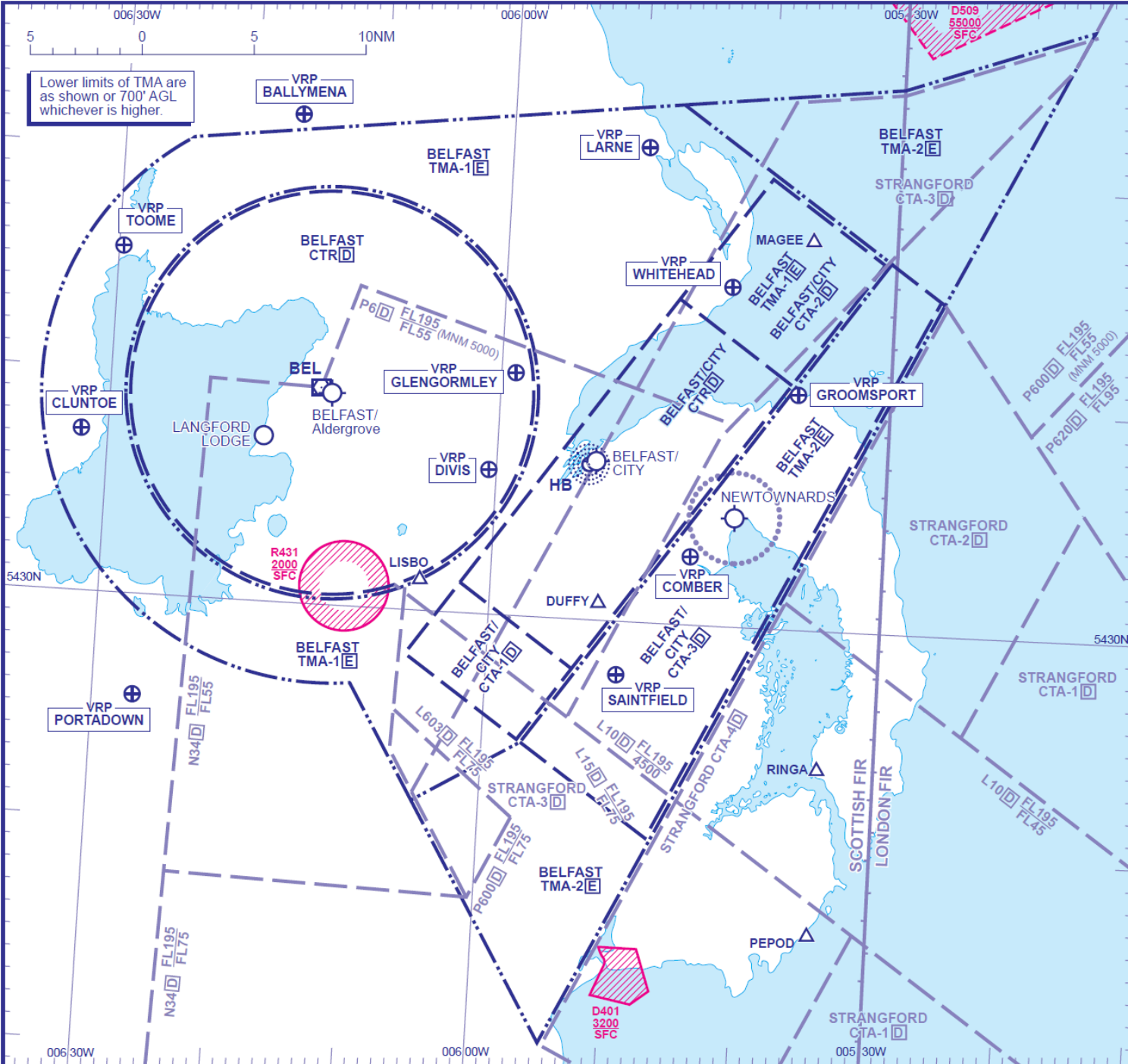
Tarsan Lane microlights via FlyNI Airsports

Police Service of Northern Ireland Flying Unit

Ulster Hang Gliding and Paragliding Club

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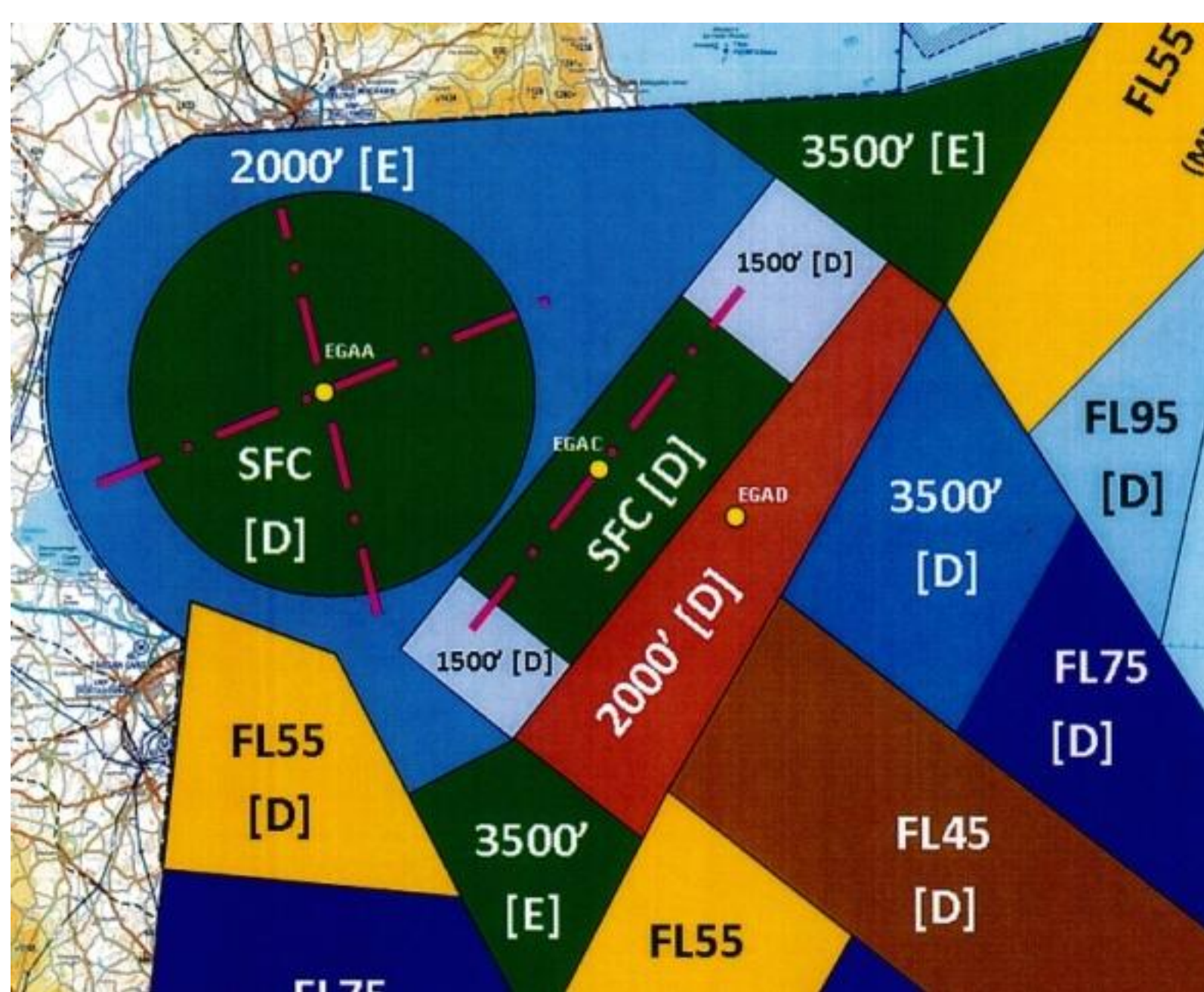
- **Consultation discussion**
 - Extent of NATMAC
 - Extent of Local stakeholders
 - Length – 6 weeks? 8 weeks?
- Decision period discussion
- Open Excel file (XXXX redacted)



Lower limits of TMA are as shown or 700' AGL whichever is higher.

BELFAST		
CTR	D	<u>FL105</u> SFC
BELFAST/CITY		
CTR	D	<u>2000</u> SFC
CTA-1	D	<u>2000</u> <u>1500</u>
CTA-2	D	<u>2000</u> <u>1500</u>
CTA-3	D	<u>3500</u> <u>2000</u>
BELFAST		
TMA-1	E	<u>FL105</u> <u>2000*</u>
TMA-2	E	<u>FL105</u> <u>3500</u>
		*or 700 AGL if higher
STRANGFORD		
CTA-1	D	<u>FL195</u> <u>FL75</u>
CTA-2	D	<u>FL195</u> <u>3500</u>
CTA-3	D	<u>FL195</u> <u>FL105</u>
CTA-4	D	<u>FL195</u> <u>FL55</u>

(13 Dec 12) ENR 6-2-1-3



“The chart is a simplistic representation, which does not include any view of the numerous areas where Class D and E airspace overlap at differing levels, or of the actual airway delineation...
 ...Given the way that the airspace has developed over many years and the way traffic levels have increased, together with enhanced aircraft performance; the lateral and vertical limits of the current airspace present a significant challenge to the controller’s requirement to contain aircraft within the confines of CAS, even without the complexity of the classification arrangements.”

XXXXXX author

Extract from SARG November 2014 BTMA report

Slide redacted (confidential safety info)

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- **Stakeholder engagement so far**

- Representatives of GA organisations in NI were telephoned
 - Most said “Minimal impact, we’re equipped and competent on RT”
 - Some said “Some impact, we’re unpowered without RT and do fly in Class E VFR” (hang gliders etc mainly)
- (excel sheet XXXX redacted)
- Formal consultation will reveal the overall impacts from relevant stakeholders

- **Where stakeholders would be significantly impacted**

- EGAA would consider an LoA to allow hang gliders etc to operate
 - e.g. near high ground to NW, where 2000ft alt BTMA causes a 700ft agl terrain gap
 - Details TBC
- Non-radio operations in Class D would be considered, details TBC
- Assumption of EGAC’s support

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- **Scope**

- Within Scope:
 - Simple reclassification of BTMA1 and BTMA2 from E to D
- Out of scope at this time:
 - Changes to internal boundaries, dimensions & bases
 - Changes to external boundaries, dimensions & bases
 - SIDs, STARs, holds, airways except for classification

- **Considerations and discussions**

- What are the consultation requirements?
- What is the SARG case study period likely to be?
- Changes to AIP must include ENR1.4, ENR2.1, airway definitions, charts etc
- Single AIRAC?
- Half million VFR chart update planned 28 April 2016, quarter million chart likely Sept 2016 (annually)
- Changes to MATS Part 2 for EGAA, EGAC, PC

- **End of FWB**

- Questions, agreements in principle?